



EDMONTON DAILY CAPITAL

HAIKROW'S TALES BY FIRE VICTIMS

French and Spanish Troops Now C.P.R. to Commence Construction Canadian Pacific Detectives Camped in North Morocco Clash of Jasper Avenue Subway In Fall Think Track Was Tampered With

WILL COMPLETE CONCRETE WORK ON THREE HIGH LEVEL BRIDGE PIERS BY NEXT TUESDAY

Disappearance of Bolts Leads To Belief That C.P.R. Wreck Was Not Due to Spread Rails

Railway Officials Have Been Unable to Find Bolts Which Joined Ends of Steel Together

INDICATIONS ARE THAT TRACK WAS TAMPERED WITH

PLAIN CLOTHES MEN FOR COMPANY VISIT SCENE OF WRECK IN ATTEMPT TO FIND OUT WHAT WAS THE CAUSE—TRAIN PASSED OVER LINE AHEAD OF SPECIAL AND NOTICED NOTHING OUT OF ORDINARY—CLAIM AGENTS FOR COMPANY VISIT THOSE WHO WERE INJURED AND SETTLE WITH ONE.

That the wreck which occurred south of Poncha on Wednesday evening, when the special train bearing the excursionists who had attended the Quebec celebration at Red Deer was derailed, was not, as was at first supposed, due to a spread rail, but was caused by someone deliberately removing the bolts from one end of the rails, is the opinion of C. P. R. plainclothesmen who have been working on the case ever since the wreck occurred.

An investigation reveals the fact that the bolts which formerly held the rails together had been removed from one end of the rails allowing them to raise slightly and this is what caused the train to jump the track. The bolts formerly in one end of the rails were found in the steel which had been torn up and near the track but those which should have been in the rails were nowhere to be found. The detectives spent several hours yesterday scouring the ground in the vicinity of the wreck, searching for the missing bolts but when they returned to West-

Edmonton last night had failed to find any trace of them.

It is pointed out that the statement that the rails had been tampered with arises from the fact that a train had passed over the line about half an hour ahead of the special and nothing out of the way was noticed by the crew in charge.

Today the plainclothes men for the company are again at the scene of the wreck, searching for the missing bolts, should they not be found steps will be taken to try and ascertain who was in the vicinity of the track just prior to the arrival of the train.

Miraculous Escape Robert Fleming, of Stratford, who had one hand seriously injured by a piece of glass, in conversation with the capital yesterday stated that it was a miracle that none of the people were killed when the train left the rails. When the wreck occurred the special was running between thirty and forty miles an hour.

(Continued on Page Five.)

CANADIAN NORTHERN CONSTRUCTION CAMP FREE FROM EPIDEMICS

FEW RHEUMATIC PATIENTS THE ONLY ONES IN GRADE HOSPITALS—MEN ARE WELL PROVIDED FOR ACCORDING TO DR. WELLWOOD.

The construction camps of the Canadian Northern railway have been entirely free from epidemic of any kind this season, according to Dr. W. W. Wellwood, in charge of the hospital at Chip Lake, who came into the city this morning from the west and is a guest at the Windsor. There are only four men in hospital at the present time and three of these are sufferers from rheumatism.

"Conditions in all the camps are exceptionally healthful this season," said Dr. Wellwood in conversation with the capital this morning. "Of course it is early yet, and it never breaks out at all, it is generally about this time that it makes itself evident. When it does, the cases of rheumatism, we should have little to do in this hospital."

It is almost entirely free from the small encampments of sub-sub-contractors, Swedes and Lithuanians who carry on casual work as so much per yard, but the cases of sickness come, the medical officer said. In the larger camps, healthy conditions prevail. Proper food, accommodation is provided, and good water, and all rubbish is properly disposed of. It is the men who suffer in companies of three or four, and live in pole-shacks, sometimes in one on ground which is little better than a bog, that the bulk of our cases come. We are asking an effort to control these smaller outfits, but the situation is a difficult one to cope with."

The hospital at Chip Lake, midway between Estevan and Edmonton on the C. N. R., takes care of all the invalids on the company's line between these two points. Two fully qualified surgeons are engaged, and a medical student acts as nurse in the hospital. There is a summer hospital at Estevan, in charge of Dr. Mackenzie, and patients

ANGELINA NEAPOLITANO WILL NOT BE HANGED

Ottawa, July 14.—At a largely attended cabinet council this morning, it was decided to recommend executive clemency in the case of Mrs. Angelina Neapolitano under sentence of death at the St. for killing her husband. The woman's delicate physical condition, the jury's recommendation of mercy, a favorable report of the trial by the judge, and the woman's story of provocation were the principal grounds upon which the government has acted.

MEETING MAY BE VERY INTERESTING

COMMISSIONER BOULLION INTENDS TO REGISTER KICK ABOUT CITY DUMPING GROUND

More fireworks are promised for the meeting of the city commissioners this afternoon. With Mr. Bouillon expressing the center of the stage, the session is expected to be one of the most interesting yet held. It is reported that he contemplates making vigorous objection to the municipal dumping ground just off Grosvenor street and near the river.

Commissioner Bouillon and the medical health officer discussed the matter at length yesterday afternoon but neither arrived at any definite conclusion. The chances are that they did not and the issue may be brought out at the committee meeting today.

Mayor Armstrong, Commissioner Agnew and Medical Officer Whitehead visited the city dump this morning and found conditions much better than had been reported to Commissioner Bouillon. Refuse being dumped there is covered with dirt, they say, and so offensive odor is noticeable.

TO BEGIN WORK ON ALBERTA CENTRAL

THREE CONTRACTORS WILL PUT OUTFITS ON LINE WITHIN NEXT FEW DAYS

Construction work on the grade of the Alberta Central railway west of Red Deer will be commenced within the next few days. It is understood that the contractors awarded the contract for 24 miles of the Alberta Central grade is making preparations to move his outfit north from Taber where he has been engaged in a contract on irrigation work. Contractor Kerr who has been subbing under McArthur on the irrigation work will be one of the contractors engaged on the grade west of Red Deer. Another contractor who is expected to take a sub-contract from McArthur of the Alberta Central grade is Ed Burke.

BANK CLEARINGS.

Bank clearings for the week ending July 14th were \$1,000,000, an increase of nearly one million over the corresponding week of last year, when the clearances were \$1,000,000. Bank clearings for the week ending July 14th were \$1,000,000. Wednesday of this week was an exceptionally heavy day, the clearances for the one day being \$724,621.

CONSTRUCTION OF CONCRETE PIERS FOR HIGH LEVEL BRIDGE IS PROGRESSING RAPIDLY—WILL BE READY FOR STEEL ERECTORS BY THE LAST OF AUGUST

According to John Gunn, head of the contracting firm engaged on construction on the C. P. R. high level bridge between Edmonton and Strathcona, the concrete work on the three high river piers will be completed by next Tuesday. Mr. Gunn says in the first day of the week looking over the work. Plans for the alignment on the south bank of the river have just been received by the contractors and work on this part of the foundation will be commenced within the next few days. Mr. Gunn told the Capital that had it not been for the delay caused by the alterations in the plans of the bridge they expected to be through with the concrete foundation by the end of this month. Plans for the piers on the north and south river banks had not yet been received, so it was impossible to say when the concrete work would be finished. It is pointed out that the piers are all located but they cannot be built up to their proper height until the completed plans which show where the steel work is to rest on the top of the piers.

(Continued on Page Five.)

MAY BEGIN ON SUBWAY THIS YEAR

CANADIAN PACIFIC SENDS CITY ENGINEER PLANS—MOVE STREET RAILWAY TEMPORARILY

Everything indicates now that work will be started at an early date on the Jasper avenue subway and completed this year. City Engineer Latourne this morning received the plans from the Canadian Pacific engineers, and Mayor Armstrong urged him to push the matter as rapidly as possible.

The plans call for a subway between Ninth and Eleventh streets which will eliminate practically all street traffic in Jasper avenue and the cars run as usual.

While the subway is being constructed this street railway line will be removed temporarily to a point just north of Jasper avenue and the cars run as usual.

RESERVE JUDGMENT IN BAXTER CASE

"MOOSE" IS CHARGED WITH VIOLATING LIQUOR LICENSE LAW—CONVICTION MEANS JAIL

The liquor license department and Joseph Baxter are engaged in a legal fracas in Calgary, where the noted first baseman, star performer on the Edmonton ball team of 1910, is appearing in the mounted police court charged with selling liquor without a license. The prosecution is being conducted by Capt. Dunn, by detectives of the liquor license branch.

The charges were preferred on Wednesday afternoon, and yesterday the whole of the evidence was placed before the court. Capt. Dunn is respecting his decision until Monday morning next.

SITUATION IS SAID TO BE CRITICAL

FRENCH AND SPANISH OFFICERS CLASH IN MOROCCO AND WAR MAY RESULT

(Western Associated Press) Algiers, July 14.—The impartial correspondent at El-kasser informs this paper that the situation there is growing more critical daily. The notions of the French and Spanish officers threaten serious conflicts. The arrival of a large reinforcement of French cavalry, and infantry and their subsequent maneuvers have induced Gen. Silvestre in command of the Spanish troops to forbid the French to cross into the zone. The Spanish have occupied new positions where they have erected guns. Capt. told the newspaper that the French newspapers were exaggerating the incidents at El-kasser with a view of making Spain's position more difficult.

(Continued on Page Five.)

SIR WM. WHYTE TO RETIRE SHORTLY

BUT DENIES THAT HE HAS BEEN OFFERED POST OF HIGH COMMISSIONER

(Western Associated Press) Montreal, July 14.—"I will retire from the railway service before very long but just how soon, I have not yet decided," said Sir Wm. Whyte, Canadian Pacific vice-president, and gen. executive of western lines at Winnipeg who is in Montreal for a couple of days.

Discussing the western railway rumors connecting him with the Liberal Government of Manitoba and the high commissioner at London, an unimpaired Sir Wm. turned to the wheat crop.

"With an exceptionally increased acreage of virgin lands under wheat, and the growth already indicating a yield average well over twenty bushels an acre, and only the quality could be affected should adverse weather come between now and the middle of next month."

THE WEATHER

Winnipeg, July 14.—Fine and moderately warm with the wind prevailing at the peace river provinces.

Forecast—All west fine today and on Sunday and warmer.

Edmonton, fair 80 50
Calgary, clear 77 40
Lethbridge, fair 74 48
Macleod, clear 79 55
Saskatoon, clear 82 46
Regina, clear 72 57
Brandon, clear 73 52
Port Arthur, clear 74 48
Winnipeg, clear 80 52

Porcupine Survivors Tell Gruesome Stories of Happenings in Fire Swept District

MANY WOMEN AND CHILDREN HAVE PERISHED IN FLAMES

HUNDREDS STOOD IN STREAMS FOR HOURS, UNTIL FLAMES HAD BURNED OUT, ONLY TO SINK BENEATH WAVES, EXHAUSTED, WHEN RELIEF PARTIES WERE NEAR—CARLOAD OF COFFINS SHIPPED TO DESOLATE DISTRICTS—SPECIAL TRAINS CARRY FOOD AND CLOTHING TO SUFFERERS.

(Western Associated Press) North Bay, July 14.—The fires after reaping their harvest of dead have either burned themselves out or are under control and no further disasters are anticipated.

A relief train left North Bay this afternoon for Porcupine with provisions, blankets, tents, etc.

Survivors from Porcupine tell stories of lying in swamps beside lakes and escaping with scorched lungs and burned bodies. Many women and children stood chin deep in the water at South Porcupine for five hours and survived the terrible heat, and smoke, while many sank beneath the waves. Billy Moore, the well-known mining man got into a canoe with Jack McMurich, barrister; Brooks, of Montreal, and George Green, and without paddles tried to breast the waves with short sticks. The canoe was overturned and Moore was drowned, the others escaping.

A gruesome sight at North Bay today was the loading of a car of coffins which went forward on a relief train in charge of General Passenger Agent Parr. Word has been received from the stricken town of Cochrane to stop all people going in there, as great difficulty is experienced in providing for those who have remained since the fire. Eight deaths are already reported from the Redstone district.

Campbell was the only man to escape. Capt. Yoht had a hard fight at Goose Lake and lost seven men. Special trains on the Government railway are rushing supplies to Porcupine and Cochrane, and tents and provisions will be plenty after the first night.

(Continued on Page Five.)

C.N.R. Contractors Are Held Up by Injunction

CANNOT START CONSTRUCTION OF GRADE UNTIL CLAIM OF MORINVILLE FARM IS SETTLED—COMPANY HAS NOT PAID FOR RIGHT-OF-WAY.

SCHEDULES WILL BE COMPLETED SOON

CENSUS COMMISSIONER WILL SEND HIS REPORT TO OTTAWA NEXT WEEK

Work on the Canadian Northern railway north of Morinville toward Athabasca Landing has been held up by an injunction granted on July 11 by Judge Simmons, forbidding the construction work to proceed on the south east quarter of section 4, township 58, range 25, the northeast quarter of the same township, owned by Mrs. Cassavant and her son Emil, and on the northwest quarter of section 34, township 57, range 25, owned by Alphonse Lamarche, until the railway company pays for the right of way and settles certain claims for damages. When the injunction was served on Tuesday, William Hopewell, a contractor was engaged in the construction of a bridge on the Cassavant property. He had six teams and some 20 men at work. They were compelled to cease operations.

According to the statements of claim filed in connection with the granting of the injunction arrangements were made for the purpose of the property owners paying for the right of way and the railway company paying for the damages. The injunction also prevents the laying of steel on the property of the claimants. The property in question lies some 12 miles north of Morinville. The claimants are conducting the case for the applicants.

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A Nasty Little Jab From the Canadian Pacific

One of those nasty little jabs which one would scarcely think such a great corporation could be guilty of is administered to Edmonton by the C. P. R. in its latest time table folder, issued under date of June 26, 1921. In this document, which is scattered to all quarters of the globe and which to a great many furnishes the source of their first impressions, there is opposite the name of each city mentioned in the index an estimate of the population. In this estimate Edmonton is set down as having 18,000 population.

As an indication that this is no mistake, but is deliberate and intended to create a false impression, it is worthy of note that Calgary is given as 55,000, Saskatoon and Regina as 15,000 and Lethbridge as 10,000, all fairly accurate estimates. The same source of information which was drawn upon to secure the data with regard to the other cities must have been available in the case of Edmonton.

Edmonton has never had any particular reason to feel gratified toward the Canadian Pacific, but of late the old time feeling of hostility has been abating in this city. Such little slights as this population estimate, however, indicate that the Canadian Pacific is not done knocking Edmonton.

Marks the Opening Of a New Empire

The departure for Tete Juan Cache today of the party of British Columbia surveyors to lay out farm lands along the upper reaches of the Fraser and the simultaneous departure of a British Columbia government agent for the same point to establish a mining record, timber and stipendiary magistrate's office marks the practical opening of the vast country between the continental divide and the confluence of the Fraser and the Nechako for settlement, and the establishment of the governmental machinery necessary to expedite the settlement of this region.

Through the settlement of this country Edmonton stands to reap enormous advantage. Every mile added to the C. P. R. line into the mountains extends the area of Edmonton's domain, and with this the only feasible route Edmonton stands at the gateway of this vast new empire of untold richness as the undisputed and uncontested metropolis.

With the progress of the railway down the Fraser to Fort George, Edmonton will add to its commerce the whole of the trade of the Central Interior until, not later than a year from now, it should control the trade of a much larger area of B.C. than is tributary to even Vancouver itself and will at the same time cut away from Vancouver the trade it is doing in this country at the present time by wagon road and by precarious steambating on the Fraser river.

And this area, be it remembered, is the area in which the most active settlement and development may be looked for the next five years of any district in B.C.

The extension of the railway lines to the north and west is increasing Edmonton's domain so rapidly that even Edmontonians have difficulty in keeping tab on the expansion, but this Fraser River section is one part of the domain which will not be overlooked.

Another Bouillon Fad Goes Bodily Overboard

Another of Mr. Bouillon's alleged improvements went by the board when the commissioners decided that the time had come to "abandon the centralized accounting system," of which so much has been heard through the newspapers over which Mr. Bouillon seems to wield such a hypnotic influence.

That the centralized accounting system was a centralized fad is made amply evident to the most unlearned in the mysteries of accounting by the mere fact that departmental statements have been held up by it until in some cases they are months and months behind and that the accounts are unanimous in declaring the system unworkable. It would not do to say that there is any ulterior motive concealed in this, but if a utilities corporation instead of the city had a million dollars invested in the street railway it is a safe guess that they would not be satisfied with a system which has failed to give a profit and loss statement since last November. And it is also safe to say that all the injunctions of all the supreme courts in Canada would not stop the directors from taking the official responsible for that condition by the sack of his raiment and casting him into the highway.

Mr. Bouillon's fads and his fancy for back-capping are bric-a-brac altogether too dangerous to have around the city hall. The majority members of an advisory commission who represent the council are taking the only logical course when they divest him of authority to further muddle the waterworks problem and when they try while there is yet time to prevent the city's financial affairs from getting into as bad a muddle through his alleged centralized system of accounting.

The Contractor Who Forgot to Figure the Bricks

Another illustration of the boneheaded manner in which the city utilities are being handled under the Bouillon regime is to be seen in the situation that has developed on Namayo avenue.

With the paving now completed, the tracks laid, the poles all up, and the cars in the barn to start the service, the discovery is made that there is no overhead wire in stock with which to equip this section and that the upper end of Namayo will have to wait until the wire is received.

It is just about a year since the paving was commenced, and it is nearly two years since the poles were erected. The new cars which are now standing idle in the barn were purchased for the purpose of inaugurating the improved service which the completion of this paving makes possible. And yet the centralized system of management which Mr. Bouillon has inaugurated overlooked the trolly wire.

The contractor who figured on the building but forgot the bricks was a wise man compared to this.

Possibly Mr. Bouillon calculated that the Namayo cars would run with hot air taken from the columns of the Bulletin and the Journal.

JUST PARAGRAPHS.

If you have not already been counted you have until tomorrow night to get your name enrolled among the eight million immortals who constitute the population of this great and glorious Dominion of Canada.

THIS DATE IN HISTORY.

July 14.
 1692—Cardinal Mazarin, famous French statesman, born. Died March 9, 1661.
 1789—The French revolution commenced with the destruction of the Bastille.
 1799—Louis XVI took oath to maintain the French constitution.
 1853—Crystal Palace in New York City opened by President Pierce.
 1862—Congress voted to admit West Virginia to the Union.
 1877—Great railroad strike extended over the most of the Northern States.
 1882—Roman Catholic diocese of Peterborough, Ont., established.
 1896—An attempt to assassinate President Faure, of France, was made.
 1901—A monument to Commodore Perry, of the United States navy, was unveiled at Kure Island, Japan.
 1902—The famous Campanile of St. Mark at Venice fell.
 1902—Sir William H. Perkin, who discovered the first aniline color, died in London. Born in London, March 12, 1838.

THIS IS MY 60TH BIRTHDAY.

Hollis H. Frissell, who for nearly twenty years has been principal of Hampton Institute, the well known school for Indians and colored youths located at Hampton, Va., was born at Anemia, N.Y., July 11, 1851. After graduating from Yale in 1874 he took a course in theology at Union Theological Seminary and in 1880 he was ordained to the Presbyterian ministry. After year as assistant pastor of the Madison Avenue Presbyterian church in New York City he accepted an appointment as chaplain of Hampton Institute. He filled the position of chaplain from 1880 until 1893, when he was made principal of the institute. Under the direction of Dr. Frissell Hampton Institute has extended its educational work along many lines and has become one of the foremost institutions in the country for the training of the negro youth of both sexes, particularly in the industrial arts. At the present time there are nearly 1,500 students at the school.

DROVE AUTOMOBILE THROUGH MUD SEA

CALGARY MAN HAS NOTHING COMPLIMENTARY TO SAY ABOUT CONDITION OF ROAD

Mud-spattered and very tired, clad in sorry garments which once bore the distinction of the name of overalls, Robert C. Ekins, a well-known Calgary real estate man, who set out in his car five days ago from the southern city, on route for the Capital, in a 30-horse power Everet machine, arrived in Edmonton at a late hour last evening.

In an evil hour last week, Mr. Ekins consented to pilot L. F. Garry's new automobile from Calgary to Edmonton, and five days ago started on his journey beneath a smiling sky. Before many miles had been traversed, however, a storm cloud, welcome enough to the farmer, but execrable from Ekins' point of view, gathered over his head and burst at Redbank, ten miles south of Wetaskiwin, converting the trail into a sea of mud. Then the carlitter went wrong and lying on his back in a pool of water, Mr. Ekins endeavored to adjust things. That was the finish of a new summer suit. Two nights were spent by automobile and automobilist in a slough of despond, and all appeals to Hercules were fruitless. "There seemed to be no bottom to the mud," said Mr. Ekins, last evening, and rain fell incessantly.

At dawn on the second day, providence came to his aid in the form of a couple of Indians. "I'm up by my knees and can't get out," he called to the braves who were passing across his path some distance away, oblivious of the helpless condition of the machine. Not until he had hatched his gasoline saxon to a live horse team, was the motorist able to extricate his machine from the muskeg. Reptires were carried out at Wetaskiwin, and then, under more propitious weather conditions, Mr. Ekins set out for Edmonton, arriving here late last evening.

Mr. Garry expects that the repairs to the wagon will exceed the saving in freight charges, \$150, which was effected.

NEW REGULATIONS AFFECT STUDENTS

RUSSIA EDUCATIONAL DEPARTMENT ENACTS SPECIAL LEGISLATION GOVERNING STUDENTS

(Globe Press Association)
 St. Petersburg, July 11.—An order which has been issued by the Education department aims at clearing the Russian student for students to remain at the universities until well on in life. The regulation providing international students has been consistently neglected. Men of 30, even of 40 years and upwards, continue to wear a student's uniform and occupy the position for purposes wholly unconnected with the pursuit of any kind of knowledge. A promulgatory circular now orders that all students whose names were entered previous to 1905 shall be struck off the books. Some 3,000 persons will be affected by the order, and the soft-hearted Russian public is pointing out all kinds of minor injustices that such an order may involve.

Hon. G. R. Mitchell, senior premier, left the city last evening on a short visit to Medicine Hat.

Canadas Great Western

INTER-PROVINCIAL Stock Show & Race Meet At Edmonton August 15, 16, 17, 18, 19

WRITE FOR PRIZE LIST TODAY.

A. G. Harrison, Mgr. P. O. Box 216

BUSINESS MEN TO TOUR THE DISTRICT

SPECIAL TRAIN WILL CONVEY PARTY TO ALL TOWNS IN CENTRAL ALBERTA

About fifty business men from Edmonton and Strathcona will leave the city early Monday morning on a week's tour of Central Alberta which has been arranged by the Edmonton board of trade to enable the business men of the twin cities to visit all the towns in the district and become acquainted with the conditions in each section of the country visited. The schedule of the trip has been perfected and all arrangements have been made for the transportation of the party over the various lines of railway. The train will consist of two sleeping cars, a diner and a baggage car. If six more men decide to take the trip a third sleeper will be put on.

Edson will be the first place visited by the party. The train will leave Edmonton for the west early on Monday morning. On the return from Edson a stop will be made at Lake Wabamun and the members of the party will traverse the lake in launches.

The train will arrive at Falis at the west end of the lake Monday morning. On the return from Falis the members of the party will embark in launches which will be there to meet them. After a twelve mile ride over the waters of the lake they will again board the train at Wabamun and will leave there at 3:25 p.m.

Following are the names of the business men who have signified their intention of joining the party:
 R. P. Barnes, J. T. Bloey, J. Bond, W. R. Bottom, G. H. Bradley, A. B. Campbell, A. W. Chaffin, R. H. Cooper, F. L. Chandler, Hon. G. W. Gross, A. T. Gushing, H. H. Darke, Frank Day, W. R. B. Douglas, A. C. Fraser, R. B. Fraser, G. T. Floyd, F. T. Fisher, P. Gojler, S. J. Gorman, W. Griesbach, G. L. Gibbs, G. E. Hay, R. Kenneth, T. H. Prosser, P. E. Lessard, G. H. McLeod, J. T. McMillan, W. J. McMillan, G. G. Morris, J. H. Morris, F. Morgan, A. E. May, Niven, Joslin Price, J. A. Powell, Dr. J. W. Bowlin, R. Second, S. H. Shafford, G. W. Swanson, Wm. Short, Shafford, W. H. W. J. Thompson, Frank Walker.

BUDAPEST GIRL IS DECAPITATED

INEXPERIENCED AVIATOR TRIES TO DRIVE MACHINE WITH FATAL RESULTS

(Globe Press Association)
 Vienna, July 11.—A girl met with a terrible death while watching the aeroplane flights at Budapest. A large crowd had collected at the aerodrome to await the arrival of the Austrian, Lieutenant Her, who started from Vienna to fly to Budapest. After covering less than half the distance the machine took fire. A hurried but successful descent was made, and the aviator managed to extinguish the fire and save the machine.
 When the news of the failure arrived, in order to prevent the disappointment of the public, among others, an aviator named Procan, attempted a flight on a friend's machine. As soon as he rose from the ground it was observed that he was quite unable to steer. The machine ran into a group of the public, and the revolving screw struck the neck of a young working girl named Makray, literally decapitating her. Procan, though unhurt, fainted from horror, and was carried to the hospital. It has been discovered that this was his first attempt at flight, and he will be prosecuted for flying without a license.

ENGINEER SCHUBERT IS INSPECTING THE G.T.P.

In his private car "Ottawa" Goldwater, chief consulting engineer for the Dominion government and chief engineering officer of the construction of the National transcontinental came to the city from the south on Wednesday night. His car was transferred to the G. T. P. and he left yesterday morning on a trip to the head of the Atlantic coast. He will return to the city within the next few days.

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